

This attractive photograph of the Promotor serves to show the large cabin windows and the fine field of view they provide. (Inset) The instrument panel with standard blind-flying panel in the middle and radio on the left.

PROMOTOR In the Air

Dutch Four-seater with Some Unusual Features

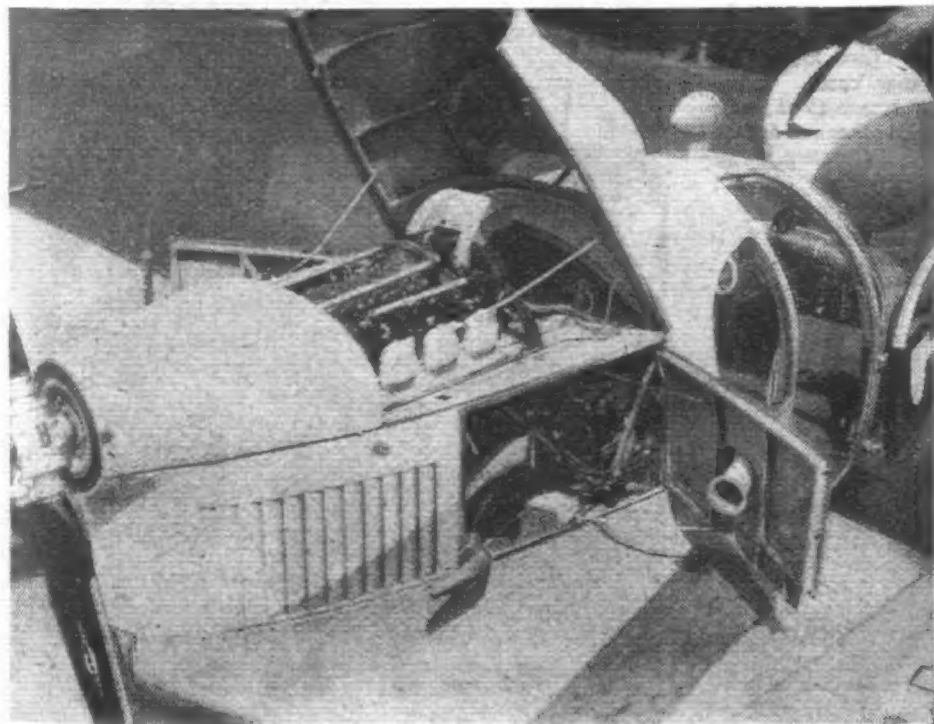
By Wing Cdr. Maurice A. Smith, D.F.C.

IT seems to be the custom nowadays, particularly abroad, when introducing a new light aircraft, to think of all the duties it could possibly undertake and to tack them on like decorations behind the name. We may see, for example, a brochure dealing with the new "A and B

Excellair four-seat tourer, trainer, executive, liaison, observation, ambulance, light freight carrier—also suitable for operation on skis or floats." One is forced to conclude, in some cases at least, that the manufacturers hope to sell their products on high-pressure sales talk rather than merit, and that if the designer had concentrated on producing a machine really suitable for one or two of the functions listed, it might have turned out better.

A pleasant exception to this practice is that of the Fokker F.25 Promotor, made by N.V. Verenigde Nederlandse Vliegtuigfabrieken Fokker i.o. of Amsterdam. It is primarily called a business aircraft, but we might translate this more descriptively as a personal taxi. It was designed as such, and should perform the appropriate duties adequately. An incidental capacity, available for the rare occasions upon which it might be required, and sensibly mentioned in view of the exceptional floor space and large nose and side doors of the Promotor, is that of air ambulance for one stretcher case.

This aircraft is a wide-span twin-boom-pusher type. The cabin must be the most



Illustrated by "Flight" photographs.

The flat-six Lycoming engine is unusually accessible due to the provision of large hinged panels. The cooling scoop is on top, while the carburettor and exhaust pipes project through the side.